

REMARKS

Reconsideration and allowance are respectfully requested in light of the above amendments and the following remarks.

Claims 14, 15, and 20 have been amended to highlight patentable features of the present invention. Support for the newly recited features is provided in the specification on page 4, lines 6-11, and page 8, lines 6-11. The amendments were not presented earlier due to the unforeseeability of the new grounds for rejecting claims 14-21.

Claims 14-21 were rejected, under 35 USC §103(a), as being unpatentable over Coquin et al. (US 5,668,541) in view of Sekine et al. (US 6,067,497), Cleary et al. (US 4,638,437), and Bubb (DE 33 226). To the extent the rejections may be deemed applicable to the amended claims, the Applicants respectfully traverse as now follows.

Claim 14 defines a process for aiding the driving of an aircraft running over a runway in an acceleration phase with a view to takeoff. The process allows the pilot to ascertain up to what moment the takeoff can be interrupted without risk of overshooting the end of the runway. This advantage is achieved by projecting a symbol on the windscreen of the aircraft at the calculated stopping position of the aircraft in the pilot's view of the runway and of its end. By comparing the positions of the

projected symbol and the end of the runway, the pilot may determine up to what moment the takeoff may be interrupted without risk of overshooting the runway. The Applicants submit that the applied references do not teach or suggest these features for the following reasons.

First, one of ordinary skill in the art would not find motivation to combine teachings related to aircraft, such as Coquin and Cleary, and those related to vehicles, such as Sekine and Bubb. Second, a skilled artisan would not find motivation to combine four references that teach different things but are applied in the rejection as a teaching for a single feature. For example, a skilled artisan would not find motivation to replace the deceleration value K1 disclosed by Coquin with the predetermined reference deceleration value disclosed by Sekine and then replace this predetermined reference deceleration value with an emergency braking value, which does not appear to be disclosed by any of the references. In brief, a skilled artisan would not find motivation to replace a first feature with a second feature and then replace the second feature with a third feature in the absence of an inventive conception. With regard to the claimed presentation of the stop position, the Applicants similarly submit that a skilled artisan would not find motivation


to replace the teachings of Coquin with those of Cleary and then replace Cleary's teachings with those of Bubb.

Accordingly, the Applicants submit that the applied references do not render obvious the subject matter defined by claim 14. Independent claims 15 and 20 similarly recite the above-described features distinguishing method claim 14 from the applied references, but with respect to apparatuses. Therefore, allowance of claims 14, 15, and 20 and all claims dependent therefrom is warranted.

In view of the above, it is submitted that this application is in condition for allowance and a notice to that effect is respectfully solicited.

If any issues remain which may best be resolved through a telephone communication, the Examiner is requested to telephone the undersigned at the local Washington, D.C. telephone number listed below.

Respectfully submitted,



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